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ECONOMIC

CONSTRUCTION OF VOLGA - DON CANAL

AND

APPROACH ROADS.

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September, 1949.

1. The name of the project is VOLGA-DON STROJ.

2. The purpose of the canal is to link the Caspian, the Azov, and the Black Seas. Construction is planned to be completed by 1953. The plans provide for the following:

(a) A canal 15 m. deep and 100 m. wide, between the bend of the VOLGA, S. of STALINGRAD, and the bend of the DON, approximately 20 kms. S. of KALACH.

As the VOLGA is at a lower level than the DON, construction of a large dam is foreseen not far from the bend of the VOLGA (to the West), with 5 locks.

(b) An approach road 7 m. wide, with metalled surface, along the N. bank of the canal.

3. Preparatory work was started in May, 1948, and consisted of survey operations, bringing up of materials, construction of a cement works on the W. borders of STALINGRAD, construction of a transformer plant, building of various workshops, establishment of a large fleet of motor vehicles and extension of road and rail approaches to the canal.

4. In summer, 1949, actual excavation work and building of the new approach road was begun. By the end of September, 1949, the excavation had progressed approximately 200 m. westwards of the bend of the VOLGA. According to the local authorities in charge of the construction work, this achievement was regarded as satisfactory.

5. By the end of September, 1949, the new approach road had been built for a distance of approximately 15 kms., but not surfaced. The road is built on undulating terrain and levelled by filling in the depressions with soil excavated from the canal, with a top layer of gravel and rubble mixture 20 - 40 cm. thick. The final surfacing was to be laid only after construction of the whole road had been completed.

6. Materials, such as iron, steel and timber, were brought to the site by rail . Cement was supplied by the newly built works (see para. 3 above). 50X1-HUM

7. Power for the workshops, electrical excavators, etc. was supplied by the STALINGRAD Power Station.

8. Equipment included the following:

(a) 6 electrically driven 3-cbm. Soviet "ZIS" scoop excavators (Loeffelerdbagger).

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(b) American diesel-driven Bulldozers.
(c) Soviet electric excavators with tipping device for spreading the gravel-rubble mixture on the road.
(d) Soviet earth ploughs for levelling the road.

9. Labour: Work was carried out in 3 shifts. Approximately 2,000 German P.O.W.'s were employed, also Soviet convicts, numbering several thousand.

It was expected that the work would subsequently be carried out exclusively by Soviet labour, since - according to statements of Soviet officials in charge of the construction - it would be inadmissible for foreignors to participate in a "purely Soviet national undertaking".

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